

ROBERT R. YATES
GENERAL MANAGER

Tom
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CITY OF LOS ANGELES
CALIFORNIA



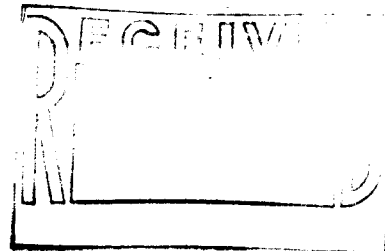
RICHARD J. RIORDAN
MAYOR

Kim's File
TORRANCE RAILROAD

DEPARTMENT OF
TRANSPORTATION
ROOM 1200, CITY HALL
LOS ANGELES, CA 90012
(213) 485-2265
FAX (213) 237-0960

Tom
Dilettante
Howard Simpson
August 25, 1997

Docket Office
California Public Utilities Commission
505 Van Ness Avenue, Room 2001
San Francisco, California 94102



**APPLICATION - HARBOR GATEWAY CENTER (MCDONNELL DOUGLAS)
RAILROAD CROSSINGS PROJECT**

Sir/Madam,

I have enclosed the original and seven copies of application for an order authorizing the construction of a railroad crossing and upgrades of two existing railroad crossings adjacent to the site of a proposed Harbor Gateway Center in the City of Los Angeles.

The three crossings are along the Union Pacific Company's Torrance Branch railroad tracks which run north-south along the westside of Normandie Avenue. One new crossing will be constructed across Knox Street, and two crossings along Francisco Street will be upgraded.

Please return for our files a stamped copy of this application using the enclosed self-addressed stamped envelope.

Sincerely,

James M. Okazaki
James M. Okazaki
Chief of Transit

Enclosures

c: Mario Stavale, McDonnell Douglas
Shannon Smith, Planning Company Associates
Greg Stewart, Tait & Associates
Emmanuel Fabiyi, LADOT

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

In the matter of the Application of the City of Los Angeles to construct one public at-grade railroad crossing (immediately west of Normandie Avenue across Knox Street) and upgrade and convert two existing private rail crossings (one immediately west of Normandie Avenue across Douglas Driveway and the other at Douglas Driveway approximately 1,400 feet east of Western Avenue) to public at-grade railroad crossings across the Union Pacific Company in the City of Los Angeles, County of Los Angeles

APPLICATION

The application of the City of Los Angeles, 200 N. Spring Street, Los Angeles, California, respectfully shows:

1. That the communications in regard to this application are to be addressed to Mr. James Okazaki, Chief of Transit Programs, City of Los Angeles Department of Transportation, Bureau of Transit and Franchise Regulation, 221 N. Figueroa, Suite 500, Los Angeles, California 90012, (213) 580-1194. Additional contacts included in Attachment A.

2. That this application and relief sought herein is filed pursuant to Section 1201-1205, inclusive of the Public Utilities Code of the State of California.

3. That the applicant hereby requests permission to construct one public railroad crossing and upgrade and convert two existing private crossings to public crossings. The new crossing is located immediately west of Normandie Avenue at Knox Street. The existing private railroad crossing at Douglas Driveway (to be called Francisco

Street, an existing internal roadway which will be upgraded by McDonnell Douglas to city standards) and at Douglas Driveway approximately 1,400 feet east of Western Avenue will be upgraded and converted to public at-grade crossings. These are shown on Exhibit "1" attached hereto and made a part hereof.

4. That the proposed new at-grade railroad crossing and the proposed upgraded and converted at-grade crossings would provide public access to the proposed Harbor Gateway Center, located on 170 acres bounded by 190th Street on the north, Normandie Avenue on the east, industrial and residential properties on the south, and the Capitol Metals Company and former International Light Metals properties and Western Avenue on the west. The project consists of approximately three million square feet of retail, office, and industrial park development on a 170-acre site. The site was formerly used by the U.S. Navy and then the Douglas Aircraft Company for the manufacture of military and commercial aircraft parts. The manufacturing activity ceased in 1992 and the site is currently used for warehousing and distribution operations. The project applicant, McDonnell Douglas Realty Company, is proposing to redevelop the project site in a manner that would replace underutilized, obsolete and inefficient industrial facilities with viable retail and office/industrial park uses. The proposed project represents a comprehensive planned development that will enhance the productive use of the project site, provide high-quality, high-wage employment opportunities in a range of occupations, enhance the aesthetic character of the area, and maximize the fiscal benefits to the City in terms of sales and property tax revenues.

5. That the project's shopping center would receive direct access from 190th Street. However, this access is not sufficient to accommodate access to the retail development and the office/industrial park uses. Access is also required from Normandie Avenue as well as from Western Avenue. The Union Pacific Railroad runs adjacent to

Normandie Avenue for the length of the project. Normandie Avenue access would be provided via one new crossing of the Union Pacific Railroad tracks leading directly to the Harbor Gateway Center and an upgrade of an existing crossing. Western Avenue access would be provided from an upgraded roadway in the current alignment of the Douglas Driveway. These include:

a. A new internal road extending the Knox Street alignment from Normandie Avenue, which would provide direct access to the office and industrial park uses, as well as indirect access to the retail component. This would also require a new railroad crossing, located immediately west of Normandie Avenue (Rail Crossing "A") as shown in Exhibit A.

b. An upgrade and conversion of an existing private at-grade rail crossing (Rail Crossing "B") located at Francisco Street (an existing private street which will be upgraded by McDonnell Douglas to city standards), immediately west of Normandie Avenue as shown in Exhibit B.

c. An upgrade and conversion of an existing private at-grade rail crossing (Rail Crossing "C") located at the proposed Francisco Street, approximately 1,400 feet east of Western Avenue as shown in Exhibit C.

Since the Union Pacific Railroad track involved in all of these crossings is a very lightly used rail line (less than one train per day), these crossings are considered appropriate.

6. That the proposed crossings are needed to provide improved public access to the proposed project. The project is estimated to generate 31,600 new daily trips. The

railroad crossings are a component of a comprehensive transportation improvement package including transit improvements, signal system improvements, street widenings and restriping, and parking restrictions. The railroad crossings are considered the most effective and efficient method of providing access to the proposed retail development. The new and upgraded crossings are also required to avoid additional traffic impacts to the existing 190th Street crossing immediately west of Normandie Avenue. Without these new and upgraded crossings, congestion at the intersection of 190th Street and Normandie Avenue could adversely effect the safety of the adjacent 190th Street crossing.

There will be seven public entrances to the McDonnell Douglas property. Four of these will be located on 190th Street, two on Normandie Avenue, and one on Western Avenue. Due to the large scale (170 acres) of the project site, internal circulation is also necessary to provide access to the interior portions of the development. Therefore, three internal streets will be constructed. Denker Avenue is a north-south street which will provide access through the site from 190th Street. Knox Street is an east-west street in the middle of the site. This street, which extends from Normandie Avenue to Denker Avenue, provides much needed access to the development on the north and central portion of the site. The third street, Francisco Street, is also an east-west street located at the southern end of the site. Francisco Street traverses the entire site and extends from Normandie Avenue to Western Avenue. This street is important to the development of the site because it provides access to both the eastern and southern portions of the site. Additionally, it allows an access point from Western Avenue, thus eliminating bottleneck conditions on 190th Street and Western Avenue.

Railroad crossings are necessary at three locations in order to access the site. Rail Crossing "A" would provide access to Knox Street, the east-west street that

provides access to both the retail and industrial portions of the site, as well as a connection to the north-south Denker Avenue.

Rail Crossing "B" is an upgrade of an existing crossing located at the entrance to the southern portion of the site and Francisco Street, the other east-west roadway. Without an upgrade to this crossing, this access road could not function to the capabilities needed to accommodate the anticipated traffic flows.

During the AM peak hours, over 400 vehicles will use each of the two crossings from Normandie Avenue. The total of approximately 900 additional vehicles could not be accommodated at the intersection of 190th Street and Normandie Avenue. Increased congestion at the intersection of 190th Street and Normandie Avenue would adversely impact the safety at the adjacent 190th Street crossing.

Rail Crossing "C" is an internal crossing on a spur line in the southern portion of the site. This crossing is necessary to accommodate Francisco Street, the east-west road that connects the eastern portion of the site to the western portion. Without this crossing, the western portion of the site cannot be reached from the eastern portion, thus, landlocking a part of the site. Capitol Metals Company is the sole user of this spur, and currently only uses the tracks very sporadically. During the AM peak hour, approximately 410 vehicles will access the site from Western Avenue. The majority of these vehicles will need to cross the railroad tracks in order to access the eastern portion of the site. Although train traffic on this spur of the Union Pacific line is extremely light (less than one train per day), a railroad crossing is necessary to provide safety.

Development of the McDonnell Douglas property will include two east-west streets which will provide access to the site and will transform the large parcel of land into a

more traditional roadway grid. This configuration will create a more efficient way to accommodate site and area traffic, thus lessening the demand at the intersection of 190th Street and Normandie Avenue. The crossings will provide significantly reduced response time for fire and other emergency vehicles to said area.

7. That access to the site will be provided from 190th Street, Normandie Avenue and Western Avenue. The project also includes an internal roadway system which will intersect each of these roadways. Project and related project traffic is anticipated to create a significant impact during the AM Peak at the intersection of Normandie Avenue and 190th Street. With project mitigation, which includes the proposed railroad crossings, this impact would be reduced to a less than significant level.

8. That the legal descriptions of the proposed crossings within the City of Los Angeles are as follows:

a. Rail Crossing "A" -- 195th Street driveway from Normandie Avenue West, lying approximately 1,500 feet South of 190th Street, City of Los Angeles.

The Southerly 110 feet of the Northerly 1563.00 feet over, under, and across the following described property:

That portion of the 638.94 acre parcel of land in the Rancho San Pedro, in the City of Los Angeles, County of Los Angeles, State of California, allotted to Maria De Los Reyes Dominguez by the Decree of Partition had in Case No. 3284 of the Superior Court of said county, a copy and decree being recorded in Book 2911 page 1 of Deeds, records of said county, being a strip of land 50 feet wide

immediately West of, and along, the West line of Normandie Avenue, formerly known as Old Tomlinson Stage Road, 66 feet wide, and running from the South line of the McDonald Tract, Rancho San Pedro, as per map recorded in Book 15, pages 21 and 22 of Miscellaneous Records, in the office of the County Recorder of said county, Southerly for the distance of 30.60 chains.

b. Rail Crossing "B" -- Existing driveway from Normandie Avenue West, lying approximately 100 feet North of Francisco Street, City of Los Angeles.

The Southerly 184.125 feet of the Northerly 927.90 feet over, under, and across the following described property:

That portion of the 639.07 acre parcel of land in the Rancho San Pedro, in the City of Los Angeles, County of Los Angeles, State of California, allotted to Guadalupe Marcelina Domingues by the Decree of Partition had in Case No. 3284 of the Superior Court of said county, a copy and decree being recorded in Book 2911 page 1 of Deeds, records of said county, being a strip of land 50 feet wide immediately West of, and along, the West line of Normandie Avenue, formerly known as Old Tomlinson Stage Road, 66 feet wide, and running from a point 30.60 chains South of the South line of the McDonald Tract, Rancho San Pedro, as per map recorded in Book 15, pages 21 and 22 of Miscellaneous Records, in the office of the County Recorder of said county, Southerly for the distance of 30.59 chains.

c. Rail Crossing "C" On-site roadway between Western Avenue and Normandie Avenue, approximately 1322.20 feet East of the centerline of Western Avenue to be known as the Westerly extension of Francisco Street.

A strip of land 64.00 feet wide, lying within a portion of Rancho San Pedro, in the City of Los Angeles, County of Los Angeles, State of California, the centerline being more particularly described as follows:

Commencing at the Southeast corner of the Quitclaim Deed of Harvey Aluminum, Inc., recorded in Book D-586, page 796, Official Records of said Los Angeles County; thence South 00° 02' 12" East, 55.38 feet more or less to the future centerline of Francisco Street; thence North 89° 58' 11" East, along said centerline, 80.23 feet to the beginning of a tangent curve concave Northerly having a radius of 850.00 feet; thence along said curve and centerline, through a central angle of 5° 25' 34" an arc distance of 80.50 feet to the TRUE POINT OF BEGINNING; thence continuing along said curve, through a central angle 13° 28' 53" of an arc length of 200.00 feet.

9. That the nearest public crossings along the Union Pacific Railroad Company Tracks are:

a. Northerly: Crossing No. BBG-498.76 (Federal No. 760518E) located at 190th Street and Normandie Avenue.

b. Southerly: Crossing No. BBG 499.99 (Federal No. 760524H) located at Torrance Boulevard and Normandie Avenue.

10. Because the Union Pacific railroad track involved in all of these crossings is a lightly used rail line (less than one train per day), these crossings are not expected to affect rail service or create any significant safety hazards. Crossing gates and signals will be installed at these railroad crossings in accordance with California Public Utilities Commission standards.

11. That the separation of grades is not practical at the crossings because of the inability for the City or the project applicant to fund the high cost of grade separation projects.

12. That the protection recommended to be provided at the proposed crossings are:

a. future Knox Street west of Normandie Avenue: two (2) Standard No. 9 automatic gate-type signals;

b. future Francisco Street west of Normandie Avenue: two (2) Standard No. 9 automatic gate-type signals and (2) media-mounted Standard No. 9 automatic gate-type signals;

c. proposed Francisco Street approximately 1400 feet east of Western Avenue: two (2) Standard No. 9 automatic gate-type signals.

In addition, the crossings will be improved with either a rubber panel or concrete slab type of crossing surface in lieu of a standard wood type of crossing surface. Signage shall be reflectorized white background with black lettering.

13. That Exhibits A, A1, B, B1, and C attached hereto and made a part hereof contain a profile showing the ground line and grade line and rate of grades of approach on all roadways and railroad tracks affected by each proposed public at-grade crossing.

14. That the Union Pacific Railroad Company and its subsidiary Southern Pacific Transportation Company have reviewed and concurred with the need for this request.

15. That the Environmental Impact Report was approved and certified on June 6, 1997. The Draft and Final Environmental Impact Reports are included as Exhibit E.

WHEREFORE, Applicant requests:

1. That the Public Utilities Commission of the State of California forthwith issue an order authorizing the construction of the proposed grade crossings pursuant to the provisions of Sections 1201-1205 inclusive of the Public Utilities Code.
2. That such order shall authorize the construction of said crossings subject to an agreement to be entered into between the applicant and said railroad.
3. That such order shall allow at least two (2) years from the date of any such order within which to complete the crossings herein proposed.

Dated at Los Angeles, California, this 25 day of August, 1997.

CITY OF LOS ANGELES, CALIFORNIA

By Thomas Conner

Thomas K. Conner, General Manager
Department of Transportation
221 N. Figueroa Street, Suite 500
Los Angeles, CA 90012
(213) 580-1189
Fax (213) 580-1188

VERIFICATION

I am the General Manager of the Department of Transportation of the City of Los Angeles, the applicant herein, and am authorized to make this verification on its behalf. The statements in the foregoing document are true of my own knowledge, except as to those matters which are not within my knowledge, and as to those matters I believe them to be true.

I declare under penalty of perjury that the foregoing is true and correct.

EXECUTED this 25TH day of August, 1997, at Los Angeles, California.

Thomas Conner

Thomas K. Conner
General Manager
Department of Transportation
City of Los Angeles

CERTIFICATE OF SERVICE

I, James M. Okazaki, certify that I have this date sent a copy of the enclosed application of the City of Los Angeles to construct one public at-grade railroad crossing (immediately west of Normandie Avenue across Knox Street) and upgrade and convert two existing private rail crossings (one immediately west of Normandie Avenue across Douglas Driveway and the other at Douglas Driveway approximately 1,400 feet east of Western Avenue) to public at-grade railroad crossings across the Union Pacific Company in the City of Los Angeles, County of Los Angeles, sending the copy by United States mail first class, postage prepaid.

James (J.P.) Jones
United Transportation Union
State Legislative Director
921 11th Street, No. 502
Sacramento, CA 95814

Jeff Gibson
Senior Planner
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90509-2970

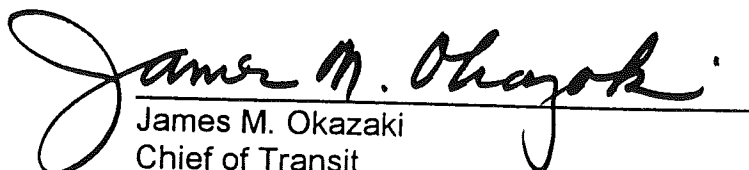
Richard Gonzales
Senior Manager
Industry and Public Projects
Union Pacific Railroad
5500 Ferguson Drive, Suite E
Los Angeles, CA 90022

Harry Stone
Director of Public Works
Los Angeles County
Department of Public Works
P.O. Box 1460
Alhambra, CA 91802

Cathy Ikari
Director Planning
City of Gardena
1717 West 162nd Street
Gardena, CA 90247

I declare under penalty of perjury, that the foregoing is true and correct.

EXECUTED this 25th day of August, 1997, at Los Angeles, California.


James M. Okazaki
Chief of Transit
Bureau of Transit and Franchise Regulation
Department of Transportation
City of Los Angeles

ATTACHMENT A

Contact List

James Okazaki (213) 580-1194
City of Los Angeles
Department of Transportation

Aurelio Albaisa (213) 580-1262
City of Los Angeles
Department of Transportation

Mario Stavale (310) 627-3014
McDonnell Douglas

Shannon Smith (818) 545-4220
Planning Company Associates

Greg Stewart (714) 560-8200
Tait & Associates

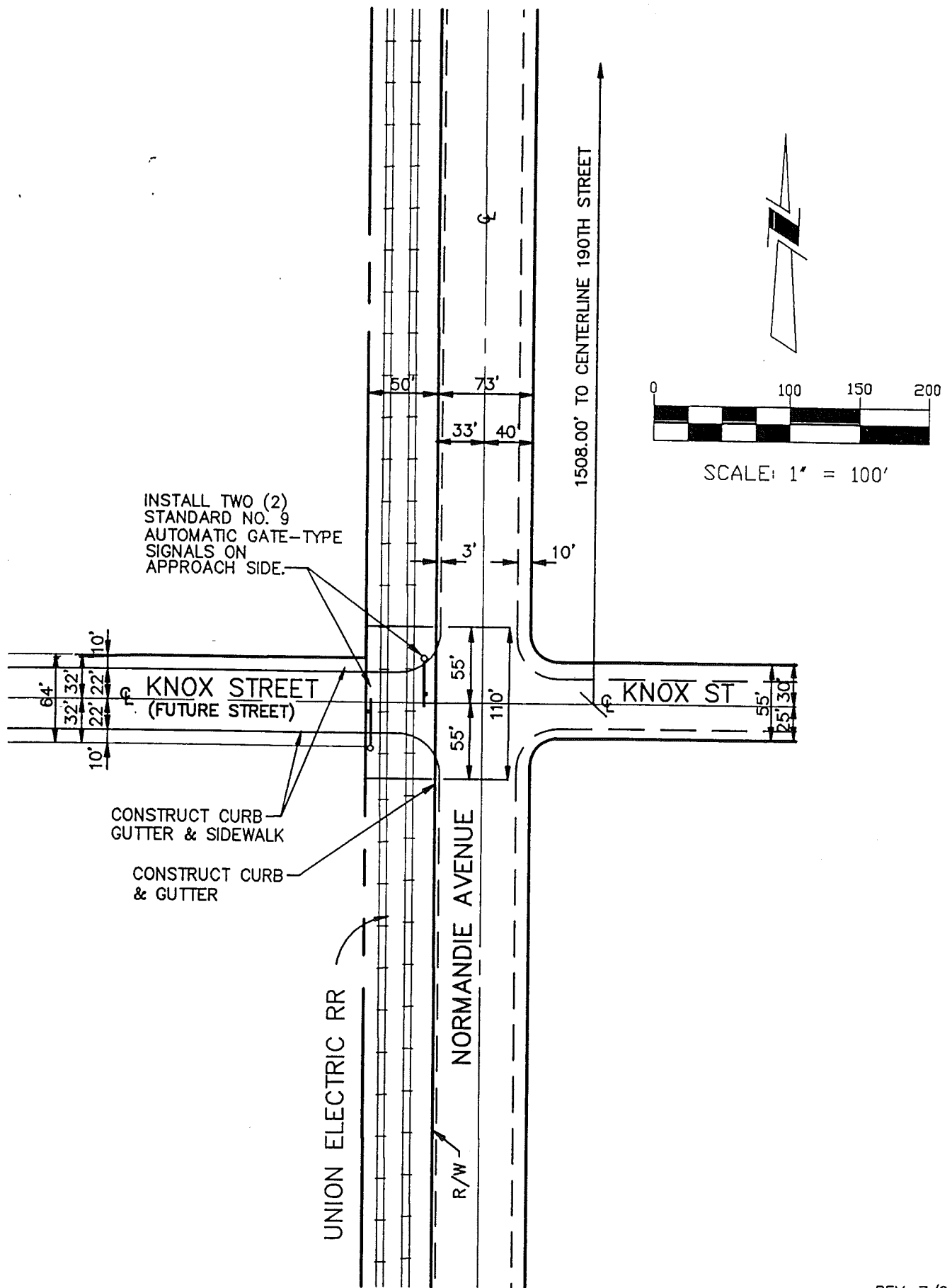


EXHIBIT A

KNOX STREET EXTENSION
RAIL CROSSING "A"

REV. 7/24/97



TAT & ASSOCIATES INC.

1100 TOWN & COUNTRY ROAD, SUITE 1200, ORANGE, CA. 92668

TEL. (714) 560-8200

FAX (714) 560-8211

PLANNING/DESIGN/CONSTRUCTION 6-0-97 ©2008 p. 111

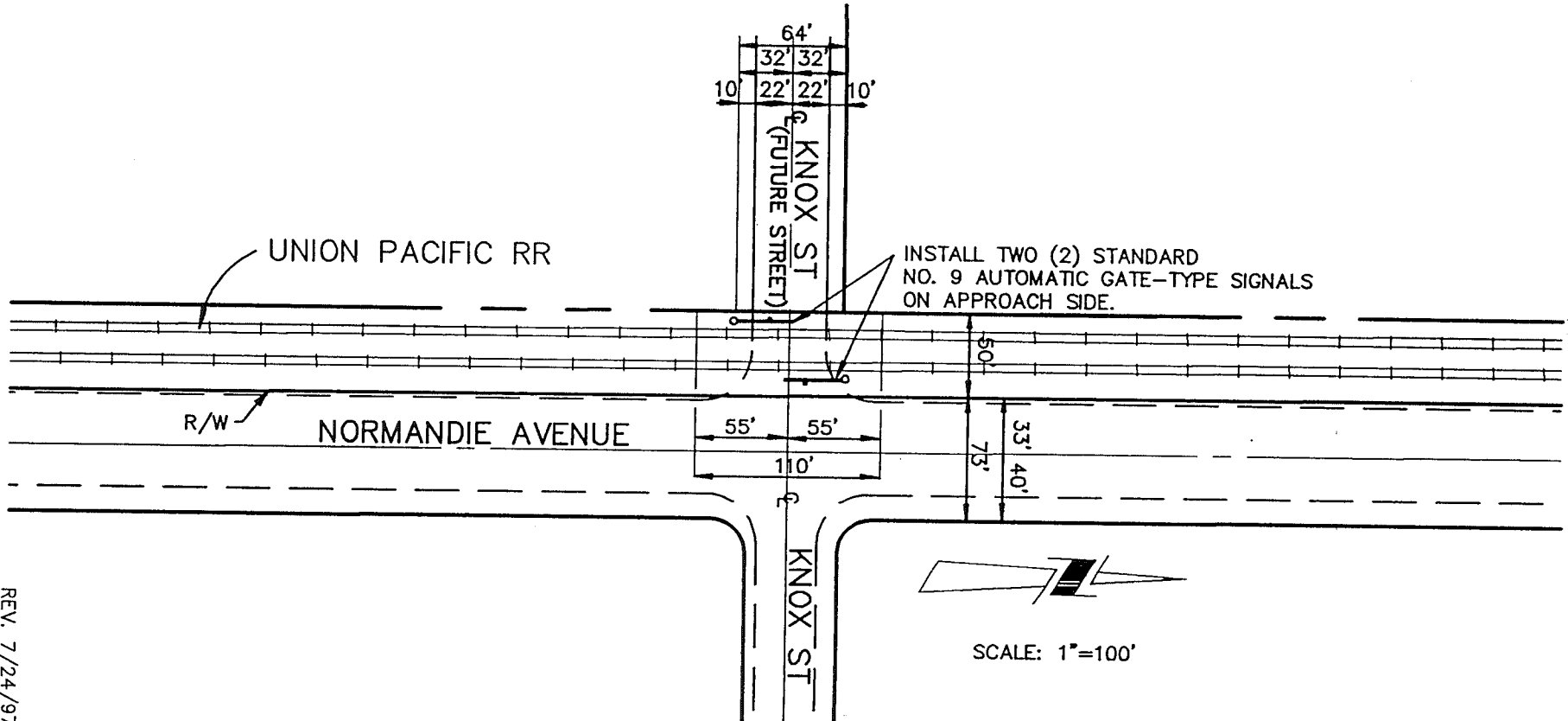
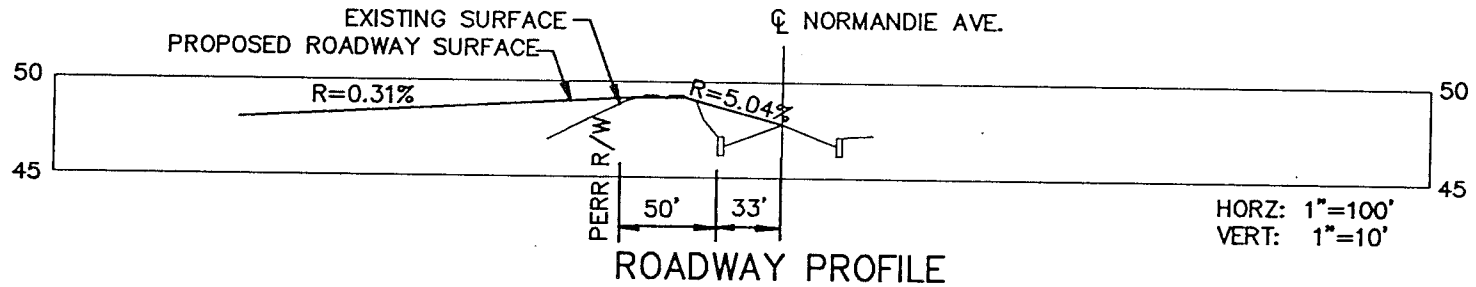
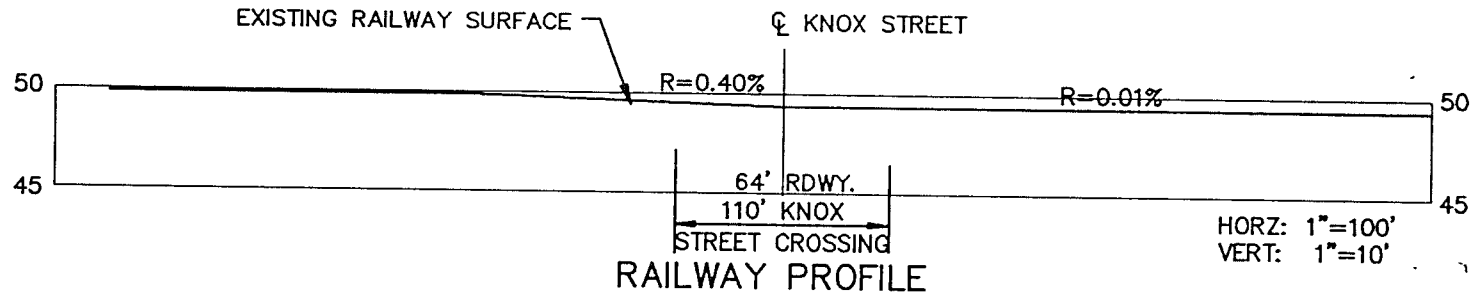
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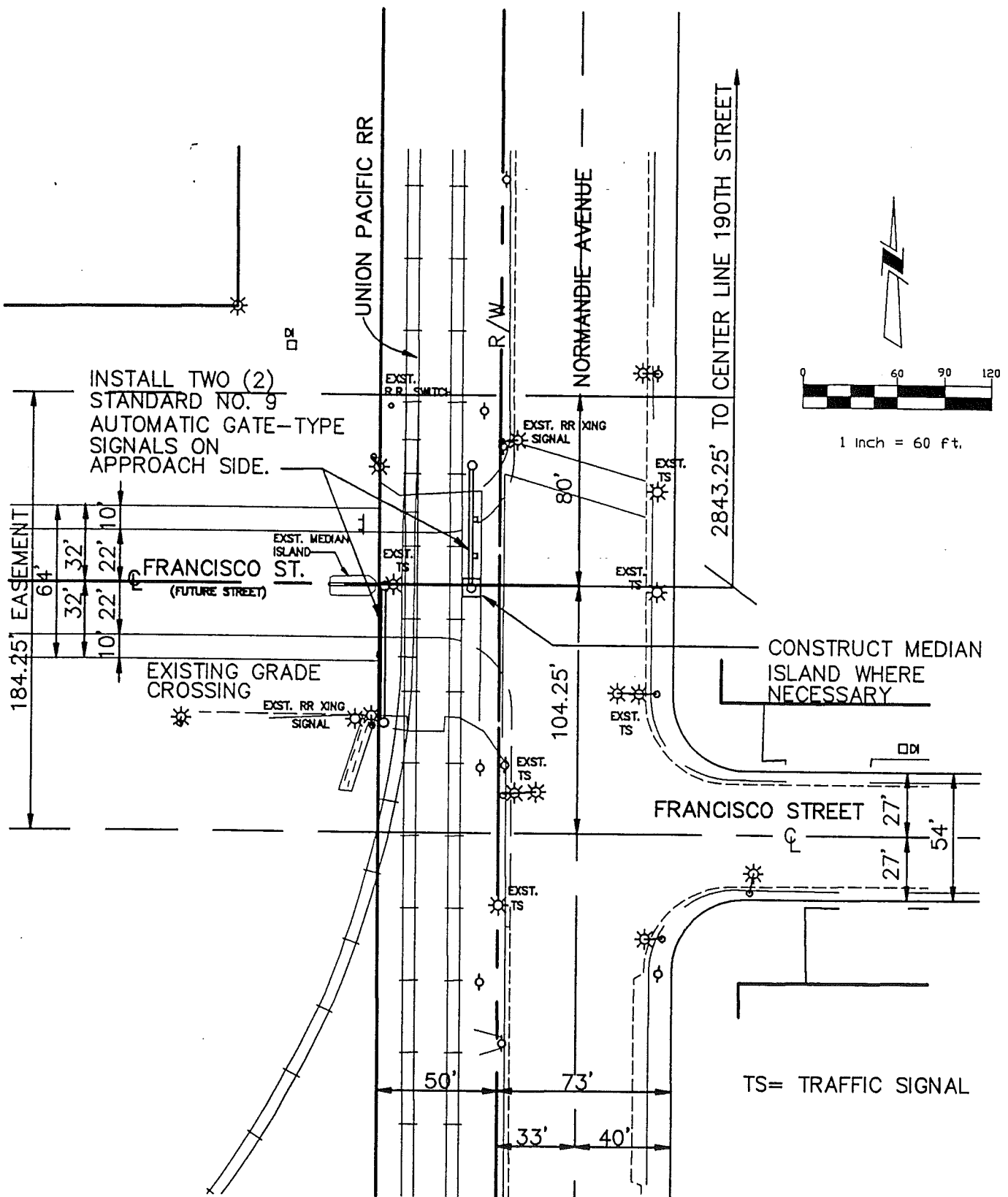
EXHIBIT A1

KNOX STREET EXTENSION
RAIL CROSSING "A"

TAT & ASSOCIATES INC.
1100 TOWN & COUNTRY ROAD, SUITE 1200, ORANGE, CA. 92668
TEL. (714) 560-8200 FAX (714) 560-8211

REV. 7/24/97





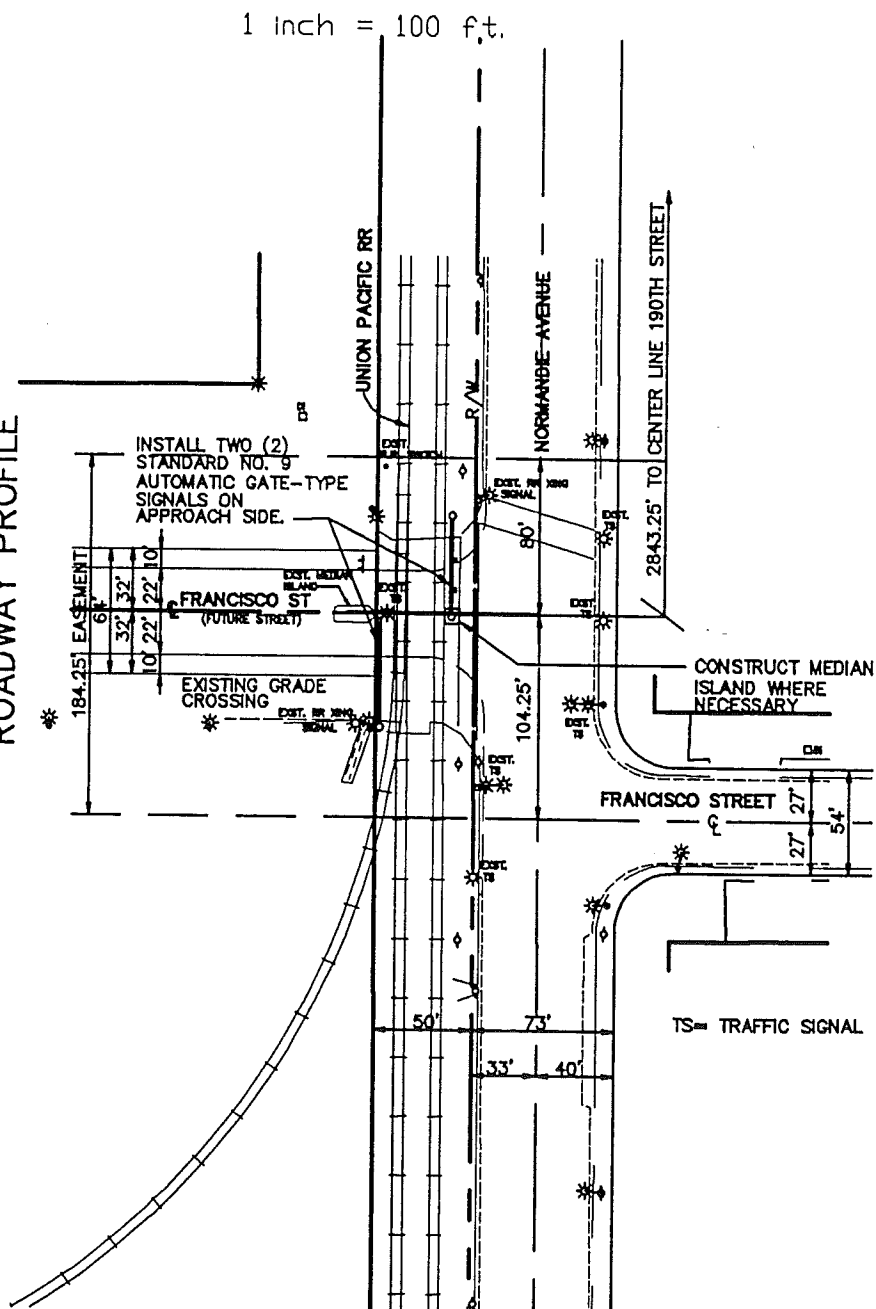
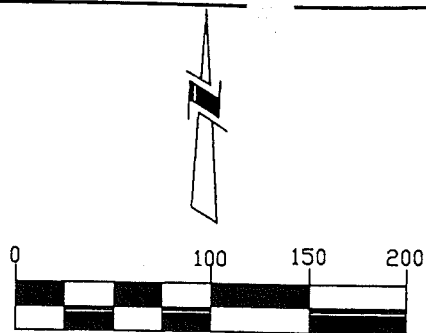
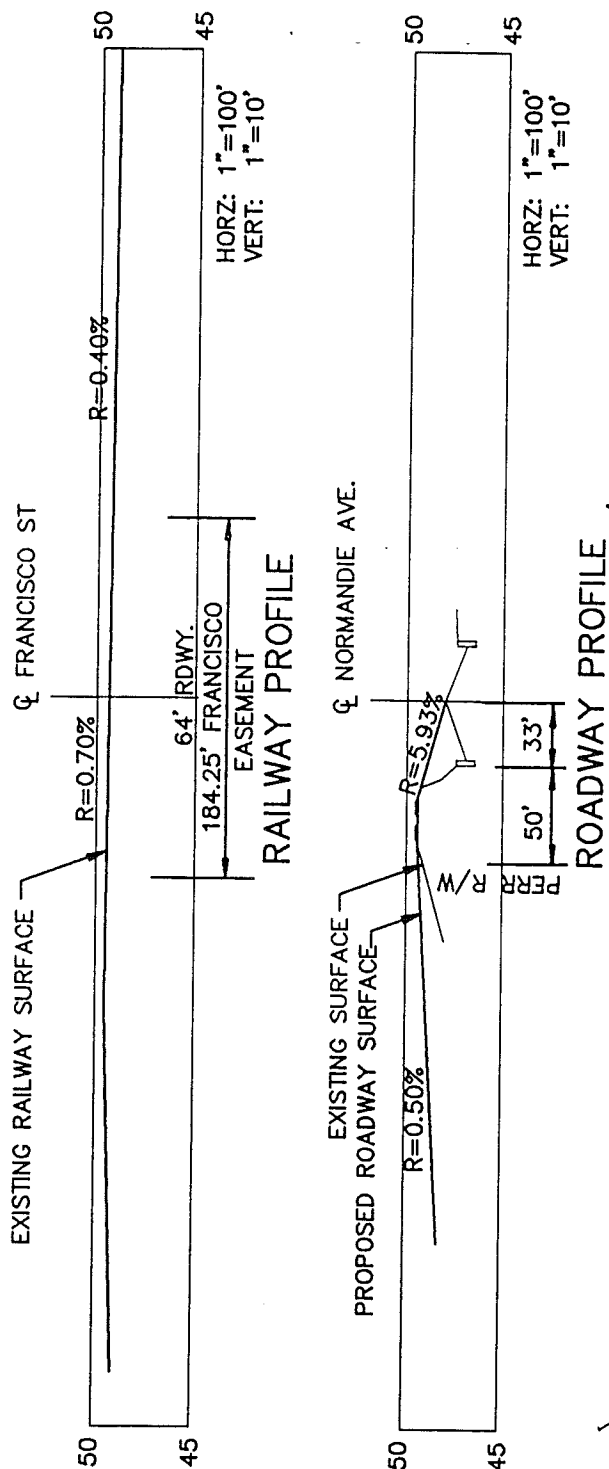
REV. 7/24/97

EXHIBIT B - RAIL CROSSING "B"

EXISTING GRADE CROSSING @
FRANCISCO STREET EXTENSION

ATK & ASSOCIATES INC.

1100 TOWN & COUNTRY ROAD, SUITE 1200, ORANGE, CA. 92668
TEL. (714) 560-8200 FAX (714) 560-8211



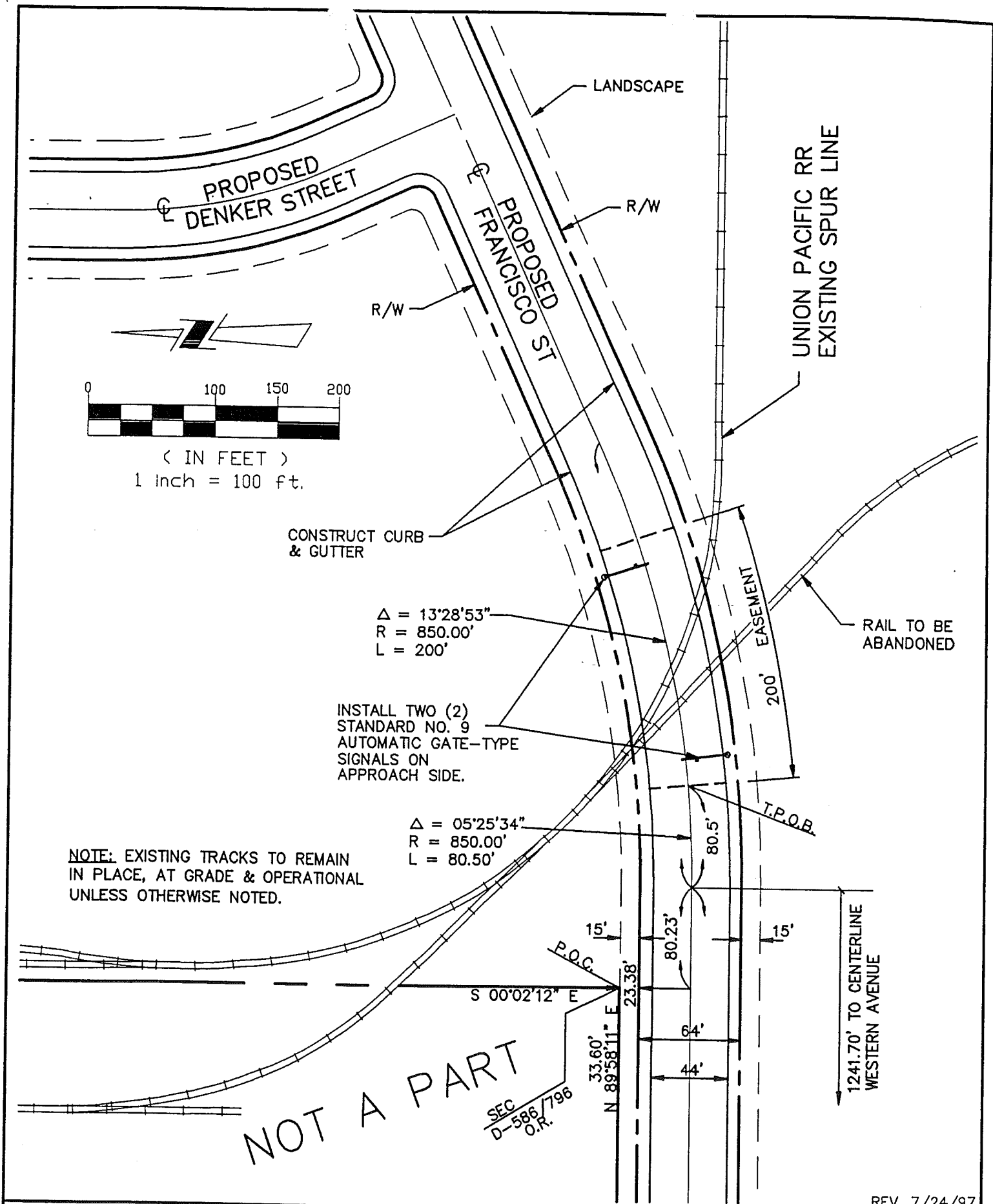
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EXHIBIT B1 - RAIL CROSSING "B"

EXISTING GRADE CROSSING @
 FRANCISCO STREET EXTENSION

TAT & ASSOCIATES INC.

1100 TOWN & COUNTRY ROAD, SUITE 1200, ORANGE, CA. 92668
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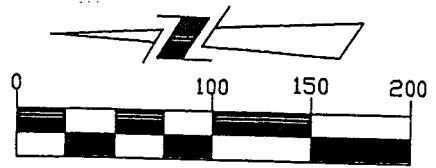
EXHIBIT C - RAIL CROSSING "C"

PROPOSED PUBLIC CROSSING
EXISTING SPUR LINE

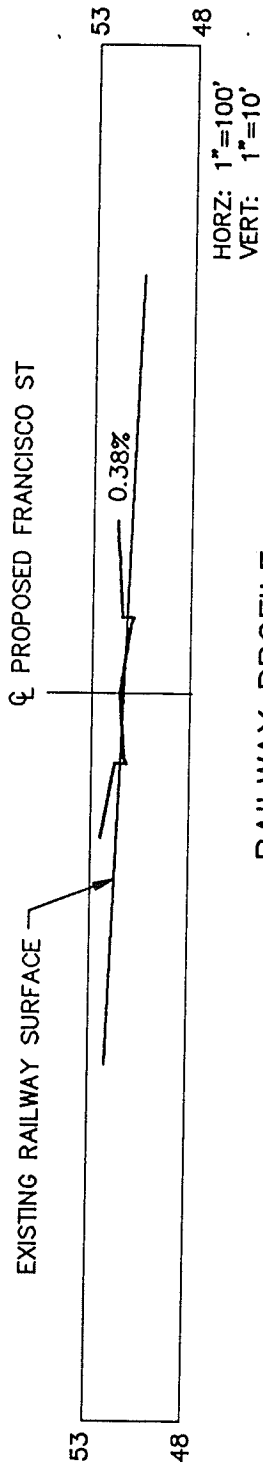
TAT & ASSOCIATES INC.
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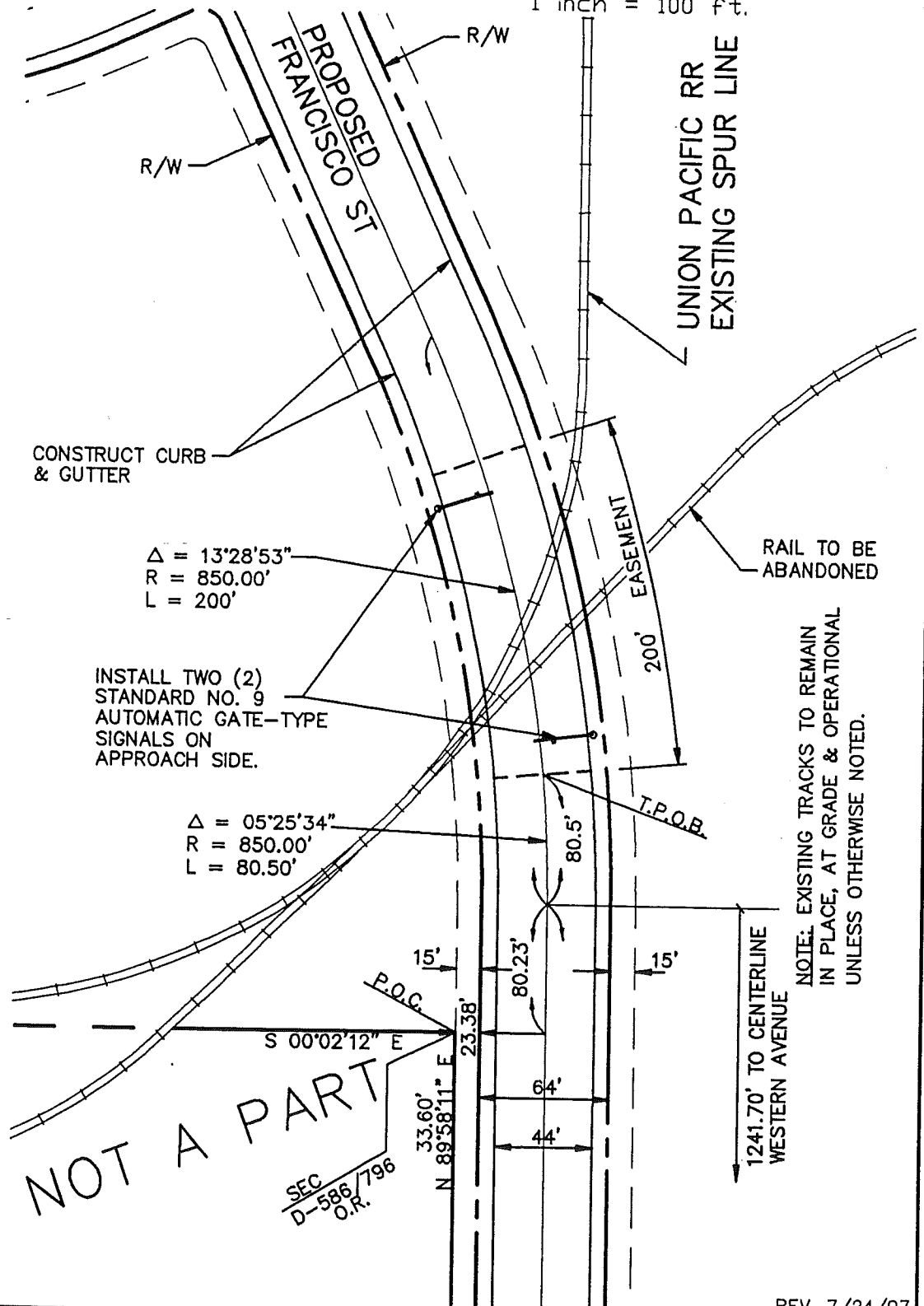
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(IN FEET)
1 inch = 100 ft.



RAILWAY PROFILE



NOTE: EXISTING TRACKS TO REMAIN IN PLACE, AT GRADE & OPERATIONAL UNLESS OTHERWISE NOTED.

REV. 7/24/97

EXHIBIT C1 - RAIL CROSSING "C"

PROPOSED PUBLIC CROSSING
EXISTING SPUR LINE

TAT & ASSOCIATES INC.

1100 TOWN & COUNTRY ROAD, SUITE 1200, ORANGE, CA. 92668

TEL. (714) 560-8200

FAX (714) 560-8211